

Flathead County Road and Bridge Advisory Committee
Advisory Committee Meeting
June 26, 2008 – **7:00 pm**
Solid Waste District Board Room – County Landfill

1. Roll Call

Committee Members Present: Charles Lapp – Chairman, Karl Schrade, David Hilde, Mike Schlegel-Vice Chairman, Dan Siderius

Staff Present: Public Works Director Dave Prunty, Administrative Assistant Mike Pence, Recording Secretaries Patti Vernarsky and Karen Rogers

Public Attendees: Gabe Gluth, Mark Gluth, Paul Abel, Tom Gorton, Greg Dodd, Brian Wacker (Peccia & Associates), April Gerth (Peccia & Associates)

2. Introductory Remarks

No introductory remarks at this time.

3. Comments from the Public (15 Minutes Maximum)

Tom Gorton, 578 Creston Road – He asked the committee if they read the article in the newspaper about the road stabilizer the county is placing on Mennonite Church Road. He stated the first 700 feet was dust abated, and then $\frac{3}{4}$ of a mile was not dust abated, and then began again East of Creston Road. He was curious why that $\frac{3}{4}$ of a mile was missed when there are approximately 416 cars a day using that portion of the road, and the portion East of Creston Road only has 230 cars a day. He asked what the purpose of this decision was for. Dave Prunty replied in affirmative that the county is testing a new product to see how it holds up to traffic and the reason the $\frac{3}{4}$ of a mile was not dust abated was because it is only open fields and there aren't any houses within that stretch of roadway. He continued to state he hopes the committee will make progress and start moving forward, but thus far is disappointed with the progress.

Paul Abel, Farm Road – He stated he has heard some encouraging ideas and appreciates all the time the committee is volunteering. He is expectant of the report to come out, but he feels his neighborhood is still going to be dusty again this summer.

Gregg Dodd, McMannamy Draw – He wanted to thank the committee for their time. He stated the county met with the residents of McMannamy Draw about rebuilding a portion of the road. Discussion was held at this meeting about the new standards that are in place and the 60 foot right-of-way clearing. He feels the county specs should not be taken into consideration for this road because of it

being so old. He feels surveys should be done before the residents sign off on the rebuild request and adjustments be done instead of building it to the standard.

4. Approval of the Board Meeting Minutes – **Action Required**

Karl Schrade wanted to amend the minutes from June 12, 2008 for his statement to read “...the committee as their number one priority is to improve the air quality.” Mike Schlegel moved to approve the minutes with Karl Schrade’s amendment from the June 12, 2008 meeting. David Hilde seconded the motion. All in favor; motion passed, minutes approved.

5. Action Agenda – **No Items Requiring Action**

6. Director’s Report

a. Brian Wacker & April Gerth of Peccia & Associates

Dave Prunty introduced Brian Wacker and April Gerth of Peccia & Associates; they will be discussing the different aspects of the transportation plan.

Brian Wacker discussed about going through the different aspects of the transportation plans and cover any questions the committee may have. He told the committee as to the product status, discussing the public meetings, stating there will be three of them, with the first being August 14, 2008. He stated the plan is to have a draft transportation plan done by November.

Brian stated April Gerth will review each of the different aspects starting with the Goals and Objectives, Study Area Boundary, Socioeconomic Analysis & Growth Projections, and ending with Paved vs. Unpaved Roads. She distributed packets for each of these groups, and also a functional classification packet and stated she will review each of these for the committee.

Charles Lapp asked what thresholds are there for changing the functional classifications of roads. April replied the functional classifications are just a general description of what each classification are, but not every road will fit into these systems, a lot are just based on a judgment call. She stated some road information came from the County’s GIS system, some are based on Montana Department of Transportations classifications, and others are there because the roads create connectivity. David Hilde asked if she will be classifying all roads, not just county roads, such as secondaries, primaries, etc. April replied yes.

Charles asked at what point in time Peccia wants the committee’s input for any of this information. April replied any time for comments or suggestions. Charles stated the map shows a good portion of the roads are green indicating they are minor arterials, and the functional classification states direct residential driveway access should not be allowed. He felt the majority of those roads in green are

more collectors than they are minor arterials. April replied the classification is more of a future guideline for these roads as they do create connectivity, and what accesses should be allowed such as for subdivisions. She stated these classifications are not intended to take away accesses that are already in place, the classifications are intended for future growth. David Hilde felt the study area map showed too many minor arterials. Brian Wacker agreed with David and stated some of the collectors may only be local roads also.

Charles stated his concern is the Planning Office will use these guidelines and keep people from growing. David Hilde stated once something is written, it is very hard to get changed, so he feels a very thorough review needs to be done. Charles stated a vehicle threshold should be included in the classifications for a trigger point.

David Hilde asked if there are guidelines that are used to consider the functional classifications. April replied the information comes from AASHTO, Subdivision Regulations, the Kalispell Transportation Plan, and Peccia has reviewed MDOT classifications. She also stated the usage of the County's growth policy played a huge part in the information to determine the future land use and how these roads could possibly become.

Charles Lapp asked if the population numbers match the numbers in the City of Kalispell's Transportation Plan, as Peccia is working on both plans. April replied no the number don't match, because the city's plan is aiming to match the projection, whereas the county's plan is to meet the land use and what the growth policy states. Charles stated a lot of questions and concerns are going to come up with two different policies concerning land use guidelines and impacts and the two documents don't match. Brian Wacker agreed with Charles' concern, stating these questions will more than likely be brought up at the public meetings, and this will be something for Peccia to have to be aware of the explanations.

David Hilde asked about the other study of rating the roads. Dave Prunty stated Ryan Mitchell is working with the PASER system and rating the conditions of the roads. Brian Wacker stated these are two different systems; the PASER is only for the conditions of the existing roadway, where as this plan is only the determination for Paved vs. Unpaved Road, and determining when a road should be paved. Dave Prunty stated the Maintenance Rating System from Peccia is not going to be used for rating the conditions of the roads. He stated according to Ryan, he is much more pleased with the PASER system. Brian Wacker stated the Maintenance Rating System here was set up by the Federal Highway Administration and is used throughout the country, but it is not as applicable here, the PASER system works much better.

Charles Lapp stated his concern about this transportation plan becoming a planning document and be used to control growth.

Karl Schrade asked if Peccia considered using utility data for the model. He continued to state utilities have a yearly hook up number, which could be used for where the growth is occurring. He stated they have a five year load growth plan.

Dave Prunty asked how the percentages were determined between the high, moderate and low growths. April replied to look at the Socioeconomic Analysis on Page 7. She stated the low growth came from the trends in the 80's; the moderate growth is based on trends from the last thirty years, whereas the high growth was from the spike between 2000 and 2005.

Charles Lapp asked about using the landfill projection. Dave Prunty stated the landfill actually has a down turn in the tonnage this year. He stated the household garbage is staying the same, but the construction side of it is down, and the new population isn't coming, because the homes aren't built. Brian Wacker stated Peccia will acquire that information and review it.

Mike Schlegel questioned the safety factor of roadways and about the distance of structures or obstructions with in the right-of-way. April replied there are standards in AASHTO for clear zone. Mike stated then that a 60 foot right-of-way, that entire 60 feet has to be cleared. April replied no not necessarily; there are several variables for consideration, such as functional classifications, design and slope of the roadway. Brian Wacker stated the clear zone is established as a certain distance from the edge of the traveled way, such as too steep of slope it requires a certain run out distance below that slope. Mike Schlegel asked if the speed of the road is included as a guideline. Brian replied yes, and sometimes the right-of-way is cleared for a safety point of view.

Karl Schrade stated about variances on the road design standards, why couldn't there be variances on clearing of right-of-way. Dave Prunty stated it's doable, but then there are the problems with one person wanting a variance, then everyone wants a variance.

Brian Wacker stated the public meeting is going to be the 14th of August, and having information for the next road advisory meeting on the 28th of August.

b. DEQ Dust Palliative Program

Dave Prunty discussed the memo given to the commissioners about the four roads chosen for the dust palliative program. He stated the contractor took care of Prairie View and the North end of Stillwater Road. He continued that Mennonite Church the county used the GMS road stabilization and he stated it didn't turn out as good for dust control as expected. The county wasn't going to use this on Jensen Road; they plan on using mag chloride instead. He continued on to state they are planning on working on Jensen Road next week.

Dave continued with the possibility of not using Marquardt because there are so few houses on that road. He stated the road is about a mile in length and a straight stretch, the deputy stated the cars are flying on that road and the big trucks are using that road. He talked about changing that road to another one for part of the dust palliative program.

c. Draft Budget Spreadsheet

Dave Prunty briefly explained the new budget spreadsheet with the different cost centers, and that the revenue projections still include the \$1.4 million from the federal government, and not sure whether those funds are going to be received or not. He continued to explain the road maintenance salaries will stay in one cost center and then allocated out throughout the year to each of the other cost centers. He said this is mainly due to finance and figuring what the salaries will be for each of the centers.

d. Discussion Topics for Commissioners Report Continued

Charles Lapp stated due to the late time to have the discussion topics as the only thing on the agenda for the next meeting on July 10, 2008.

7. Comments from Committee Members

Karl Schrade asked who is paying for the GMS road stabilizer. Dave Prunty stated the county is paying for the material. Karl thought the developer was supposed to as part of their conditions of approval. Dave replied if the developer waters the road then the condition has been met. Mike Pence stated this had been discussed with the County Attorney's office.

8. Adjournment

Mike Schlegel made the motion to adjourn, David Hilde seconded, all in favor, motion passed. Meeting adjourned at 9:37 p.m.